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GETTYSBURG-PRELIMINARIES

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Lincoln's Gettysburg Address

En Route

Excerpts from newspapers and other
sources illuminating aspects of this most
well-known Presidential speech

From the files of the
Lincoln Financial Foundation Collection

LINCOLN LORE

Bulletin of the Lincoln National Foundation - - - - Dr. Louis A. Warren, Editor
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Number 1232

FORT WAYNE, INDIANA

November 17, 1952

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The train conveying the party left Washington about noon and travelled over three different railroads: the Baltimore and Ohio to Baltimore; the Northern Central to Hanover Junction; and the Western Maryland to Gettysburg. The train equipment upon leaving Washington consisted of an engine and four coaches. At Baltimore a baggage car was added in which lunch was served. It was a six hours run from Washington to Gettysburg and the party is supposed to have arrived about six o'clock that evening, or as reports have it, about dusk.

The special train from Harrisburg on which Governor Curtin and a large number of celebrities were travelling failed to connect with the Lincoln special at Hanover Junction as planned and was so late in arriving that the Washington train proceeded on to Gettysburg without waiting for it.

Andrew Carnegie, then an official of the Baltimore and Ohio Railroad, was scheduled to meet Mr. Lincoln at the White House and accompany him as the railroad's representative. Carnegie in later years claimed he was on the train. Those who comprised the party to Gettysburg, as far as we can ascertain, besides Lincoln and Carnegie, are here set forth.

Cabinet Members: Secretary of State, Wm. H. Seward; Secretary of the Interior, John P. Usher; and Postmaster General, Francis P. Blair.

President's Secretaries: John G. Nicolay and John Hay.

Special escort for President: General James Fry and possibly others.

French Embassy: Minister M. Mercier and Admiral Renaud.

Italian Embassy: Minister Chevalier Bertinatti, Secretary Signor Cora, Chevalier Isola and Lieutenant Martinez.

Canadian Government: Hon. William McDougal.

Marine Corps: Col. George W. Burton and Capt. Alan Ramsay.

Marine Band: Lieut. Henry C. Cochran in charge.

First Regiment of the Invalid Corps: Escorts, number and names of personnel not available.

Guard of Honor: For duty in military procession at Gettysburg.

Personal guests: Capt. H. A. Wise and his wife, a daughter of Edward Everett; and Wayne Mac Veagh, attorney from Chester County, Penn. who was accompanied by a son of Secretary Stanton.

At Baltimore the special train took on other passengers for Gettysburg:

Military personnel—General Robert C. Schenck and staff including Lieut. Col. J. W. Scully. Members of General W. W. Morris' staff including General E. W. Andrews.

Second United States Artillery Band—names not available.

The tradition of widest circulation associated with the trip—that Lincoln wrote the famous address on the train—has long since been discarded as a piece of folklore. John Hay, Lincoln's secretary who was with him on the train has affirmed: "There is neither record, evidence, nor well-founded tradition that Mr. Lincoln did any writing, or made any notes, on the journey between Washington and Gettysburg. The train consisted of four passenger coaches, and either composition or writing would have been extremely troublesome amid all the movements, the noise, the conversation, the greetings, and the questionings which ordinary courtesy required him to undergo in these surroundings; but still worse would have been the rockings and joltings of the train, rendering writing virtually impossible."

It is reported that at several places Lincoln spoke a few words of greeting but as far as we can learn none of these have been preserved. There is a widely circulated tradition that at one stop a little girl made a presentation of "Flowers for the President." Lincoln is said to have kissed her and remarked, "You're a sweet little rosebud yourself. I hope your life will open into perpetual beauty and goodness."

The Hanover Junction stop of the Lincoln special has become of chief interest because of the picture now unearthed. Russell W. Bowman, a teacher in the Washington schools, who is a former citizen of Seven Valleys, a town near the Junction, discovered in the National Archives some photographs which were erroneously labeled Hanover Junction, Virginia. He immediately recognized the station in the pictures as the one near his own home in Pennsylvania. This correction immediately presented the possibility that one of the persons in the pictures might be Abraham Lincoln, although there has been no photograph heretofore associated with him during the Gettysburg trip.

There are at least three different views in the series said to have been made by some of Matthew Brady's assistants. One picture, where there are a dozen or more people standing about the depot, seems to feature a group of three men in which there is a tall man in a stovepipe hat carrying an umbrella. This is the person which Mr. Bowman feels is Abraham Lincoln.

A second picture taken on the same occasion shows Mr. Bowman's supposed Mr. Lincoln standing by himself in a rather obscure position while at the extreme other side of the picture is a tall man also wearing a stovepipe hat and apparently reading a manuscript. He possibly looks more like Lincoln than his rival. The facial characteristics of both are too dim to make positive identifications.

A third picture shows clearly the sign "Hanover Junction Station" placed over the entrance which positively locates the site. The group in this view is of an entirely different personnel, four women being present and also several soldiers in uniform, most of whom are carrying canes. There does not seem to be any individual among them that would qualify for a likeness of the President.

One of the pictures shows a train with an engine and but two coaches which appears to be headed for Gettysburg but standing on the track approaching the Junction from Harrisburg. Attention has been called to the fact that the figures which have been designated as Lincoln are not tall enough, and further evidence against the probability of any of the pictures being Lincoln is the lateness of the hour on which the train arrived, prohibiting the making of photographs. It is also argued that the failure to feature any individual in the group arrangements as the President counts very much against the presence of Lincoln in any of the scenes.

E, MONDAY MORNING, JUNE 1, 1953

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LINCOLN'S TRIP IS RECALLED

Marker Is Unveiled Where He Transferred For Gettysburg

By JESSE GLASGOW

[Sun Staff Correspondent]

Hanover Junction, Pa., May 31—This tiny York county village was visited today by more people than it had seen at one time since Abraham Lincoln and a party from Washington stopped here on their way to Gettysburg.

The occasion was the unveiling of a historical marker near where President Lincoln changed from the Northern Central (now the Pennsylvania) Railroad to the Western Maryland on November 18, 1863.

The marker was uncovered by Miss Helen Nicolay, 87, daughter of John George Nicolay, Mr. Lincoln's personal secretary. She made the trip here from Washington with half a dozen other women, one of whom remembers seeing Lincoln's second inauguration.

Rain Shortens Ceremony

A misty rain cut short the ceremony and, after the unveiling, the group moved about 2 miles west to the Community Fire Hall in Seven Valleys.

There the Baltimore and Ohio Glee Club sang "Give Thanks, All Ye People," Lincoln's favorite hymn, and a Nigerian student from Lincoln University, at Oxford, Pa., gave the Gettysburg Address during a program which had been scheduled here.

Hanover Junction's "big day" began at 3.17 P.M. when the Pennsylvania stopped one of the fast expresses, which normally does not even slow down here, to let off Miss Nicolay and the visitors from Washington.

Two Families Live There

• Other passengers on the train stared quizzically at the American Legion honor guard, uniformed Boy Scouts and the several hundred people who were waiting near what used to be the Hanover Junction station.

The Western Maryland took up its tracks into here in 1928 and the three-story railway station today houses two families. Amid the lightning rods atop the century-old

house, there is a television antenna.

At first Miss Nicolay, a chipper little woman who wore a purple raincoat, had trouble unveiling the marker. Finally she gave a hefty yank on the rope and a curtain fell back revealing these words:

"HANOVER JUNCTION—Here, November 18, 1863, a special train carrying Abraham Lincoln and party to Gettysburg for dedication of National Cemetery changed railroads. Earlier in that year, wounded soldiers were transported from Gettysburg battlefield to this Junction, thence to distant hospitals. It was a chief point on the Military Telegraph line, 1863."

Among The Guests

The marker had been erected by the Pennsylvania Historical and Museum Commission at the behest of the Lincoln Historical Society of Hanover Junction. The society and its president, Russell W. Bowman, now a Washington teacher and graduate student at George Washington University, arranged today's program.

In addition to Miss Nicolay, who is a painter and the author of more than twenty books, guests included:

Mrs. Nettie Moulden, 98, whose father was superintendent of

buildings and grounds at the White House during Lincoln's administration.

Mrs. Martha Robbins Gold, a Washington attorney whose husband was a cousin of Ward Hill Lamon, Lincoln's law partner and the man who introduced him to the Gettysburg audience.

Mrs. Mary Handy Evans and Mrs. Alice Handy Cox, both Washington residents and grandnieces of Mathew B. Brady, the Civil War photographer.

Mrs. Eugenic DeLand Saugstad, of Alexandria, Va., who painted "Lincoln at the Battle of Fort Stevens."

The National Archives in Wash-

ington sent 120 photographs taken by the photographer, Brady, here for the program. They have been on exhibit in the hall at Seven Valleys for the last two days.



THE LINCOLN - GETTYSBURG COACH
1863.

When, on the morning of November 18th, 1863, Abraham Lincoln, President of the United States of America entered the coach attached to the train which was to convey him and his party from Washington to Gettysburg, He had little or no idea of just what he would say during the address he was to deliver at the dedication of the National Cemetery at Gettysburg, on the following day.

After entering the coach, and making himself comfortable near one of the side windows of the car, he took a piece of wrapping paper from one of his coat pockets, and during the trip from Washington to Baltimore, via way of the Baltimore and Ohio Railroad, made the first draft of the speech which he was to deliver.

Compared to the coaches of the present day, the coach in which Mr. Lincoln rode, was a very ordinary piece of equipment, of ordinary wooden car construction, the end platforms open, only the hand brakes, and the cars of the train coupled together with the old time link and pin, heated by a stove in which either wood or coal could be used for fuel, but for the time in which it was used regarded as a marvel of comfort and luxury.

When the car had arrived in Camden Station, it was detached from the rest of the train, and the team of horses hitched to it, which was to convey it across Baltimore City to the Old Northern Central Station, from which point it proceeded on its journey toward Gettysburg. The Pennsylvania Railroad, which even then had control of the Northern Central Railroad.

Gettysburg Junction was reached in good time, and the waiting locomotive of the Western Maryland Railroad coupled on to the car, and without delay, the start was made for Gettysburg.

Mr. Lincoln was escorted to the carriage which was waiting for him, and in a few minutes he entered the house which had been selected for his entertainment during his stay there.

After he had met and conversed with the town officials, and had met a number of distinguished guests. Mr. Lincoln retired to his room and redrafted his speech.

Mr. Edward Everett, a distinguished ~~XXXX~~ orator and scholar preceded Mr. Lincoln, and consumed about two hours with his speech. Mr. Lincoln was introduced and began his speech with those words which all over the world have become so familiar, "Four Score and 7 years ago" and proceed with what is recognized as one of the greatest speeches ever delivered by an orator in the world's History.

The Coach in which Mr. Lincoln made the trip was No. 3 of the Western Maryland Railroad. Other coaches of similar construction were in regular service on the Western Maryland, and when repairs were needed took their turns in the Company's Shops. No. 2 and No. 3 (The Lincoln Coach) were both in the shop in 1872 receiving first class repairs, and when ready for service were numbered Nos. 1918 & 1919.

In 1875, both of these coaches were damaged in an accident, and sent to the shops. One of them proved to be in such condition that it was condemned and destroyed. Some of those who ought to know, declare that it was No. 1919 (Old No. 3) was destroyed, while others equally as well informed, claim that No. 1918, (No. 2) was destroyed. An old gentleman, a Mr. Smith, called at Bailey's Roundhouse in June 1926, and declared that some private marks he had made on the side sill of the old car at Port Covington, convinced him that was the Lincoln Coach, but others still assert that it is old No. 2, and until it is definitely known that it IS the Lincoln coach. The one cent each to be given by the public School Children of Pennsylvania will not be collected, and the plans of the Gettysburg Board of Trade to remove the old Port Covington Car to Gettysburg, where it will be a Lincoln Museum will be postponed.

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